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*Abstract Journal of the Route of Lieutenant A. Cunningham, Bengal Engineers, to the Sources of the Punjab Rivers.*

From Tandee on the Chundra Bhaga river, where I parted with Lieutenant Broome, I continued my way along the right bank of the river, with the proud consciousness that I was the first European who had ever visited that part of the Chundra Bhaga. On the 16th of July, 1839, at sixteen miles below Tandee, I crossed the river by a wooden bridge called *Rocha*, or the 'Great' Bridge, 85 feet long and 43 feet above the stream, to the left bank, where I once more came upon fir trees which I had not seen for a week: After a walk of two miles over a dusty bad pathway, I had to climb a steep hill on which the celebrated temple of Triloknath is situated. On the road I passed a Hindoo Pilgrim, a Gosain, who had come from Sunam in the protected Sikh States, having visited Jwala Mookhee near Kangra, and the various hot wells at the head of the Parbuttee river.

The temple, which is situated at one end of the village of Goonda, is square, and is surmounted by the *trisoal* or trident of Siva, who is Triloknath, or, The Lord of the three worlds, Heaven, Earth, and Hell. There was an open Court to the front with a two-storied verandah of wood; the pillars, architectraves, and rails being all richly carved. In the middle of the Court there was a block of stone about 6 feet square by 5 feet high, on the top of which was growing the sacred plant *Toolsee*, or Basil. The figure of Triloknath was of white marble, about two feet

high, with six arms ; on its head there was placed a small squatted Buddhistical looking figure which the attendant Brahmin declared to be of Anna Pooroos, probably meaning Anna Purna, the beneficent form of Parvati, the wife of Siva. In the Court there were many tall poles surmounted by cow's tails and pieces of cloth, placed there as offerings, by Tibetan Buddhists as well as by Brahminical Hindoos.

The village of Toonda in which the Temple of Triloknath is situated, had been overwhelmed in snow in the preceding year, 1838, when all the houses which had not been bonded with wood, had fallen down, and killed the inhabitants. The Rana or Chief of Toonda Triloknath is under the authority of the Rajah of Chumba, to which state the lower portion of Lahul belongs.

The province of Lahul embraces the whole breadth of the Chundra and Bhaga rivers, and extends down their united streams called the Chundra Bhaga in a W. N. W. direction to about ten miles below Triloknath. It is divided into two unequal parts ; the larger belonging to the state of Kooloo, and the smaller to Chumba. In the former there were 108 villages, containing 740 houses, and 3,764 inhabitants.

The revenue of the province is derived from two different sources ; a house tax, and a duty on the carriage of merchandize. Under the Rajah's administration each house was taxed at 10 and 12 rupees, but the Sikh Government increased the tax to twenty rupees per house, by which they raised the collections from 5,000 to 10,000 rupees per annum, the houses of the priests and poorer labourers being exempted from taxation. The rates of toll were at the same time adjusted by Zurawur Singh, the governor of Ladakh, the duty upon each carriage sheep being raised from half an anna (or three farthings) to four annas, (or six pence.) This was considered very oppressive by the people, but as a sheep can carry 8 and 10 seers, or one fourth of a man's load, the fair and natural rate of duty would be to charge one fourth of the duty levied upon each man ; and Zurawur Singh did no more, for a man is charged one rupee. On a pony which carries from 60 to 70 seers, or double the load of a man, the duty levied is likewise double or two rupees per pony.

The grain raised in Lahul is all consumed in the country ; and as there are no natural productions, the house tax is paid by the inhabitants from the joint Stock, obtained by hiring themselves as porters between the states in the lower hills of the Punjab and Ladakh ; the porters who bring goods from Kooloo, Munde and Chumba being changed at Tandee for natives of the province itself, who receive 6 rupees cash, for the journey to Ladakh. The hire of a pony to Ladakh is 12 rupees.

The articles taken to Ladakh are :—wheat and rice from Chumba ; Iron and Opium from Mundee ; coarse white cottons, and Benares brocades of the worst quality from Kooloo ; with goats skins dyed red, chiefly manufactured at Bissowlee and Noorpoor in the Punjab—in exchange for which the following articles are brought to Tandee to be sold to the merchants of the neighbouring states. Shawl Wool ; Bang, or Hemp prepared for smoking ; silver in wedges, each wedge called Yamoo, weighing 180 rupees or  $4\frac{1}{2}$  lbs. avoirdupois ; Borax, native of Ladakh ; Salt, manufactured at some Salt lakes beyond Ladakh ; and Tea, brought from Yarkund.

For the two previous years, however, but little trade has passed through Lahul, on account of the seizure of Ladakh by the Jummo family, who have established a high road through their own territory of Jummo, which throws all the duties upon the traffic into their power. The route runs from Jummo, through Chinénee and Bhudurivar, both in Forster's route to Kishtwar, and thence to Chutogurh and Ladakh. The whole of these places, and consequently the entire route, are in the possession either of Gulab Singh or of his brother, Dheean Singh.

The consequence of this change in the direction of the commerce had been so prejudicial to Lahul, that about 500 people had emigrated to other countries ; and many more would have followed them had they not been stopped at the Custom houses established on all the passes leading from Lahul. Another consequence of this interruption of the traffic had been that very little or no Salt had come to Lahul, for the two preceding years ; and of this the people complained bitterly, as well as of the loss of their hire as porters between the lower hills of the Punjab and Ladakh. Many of them were literally starving, having nothing to eat, except grass, willow leaves, and strawberries. Even the attendant Brahmin of the holy temple of Triloknath was glad to get the remains of my Mahomedan Munshi's dinner.

There are four passes leading from Lahul into Chumba, all of which were described as equally bad. Of these the Dogee Pass leads from the village of Ruppoo, about 8 miles below Tandee, over the snow, and down the course of the Boodhil river to Burmáwar. The other passes lead from Triloknath. The upper one is called the Bugga Pass and leads direct to Burmáwar ; the lower is the Humguree Pass, and is very little used, and the middle is the Kalee Joth, or Pass of Kalee Débee, which I chose.

On the 18th of July, I quitted Triloknath, and on the following evening reached the foot of the Kalee Débee Pass, so named from a



black conical peak to the South, dedicated to Kálee Débee. The place was called Hoolyas, in Sanskrit Hoolyasaca, and was merely a resting place at the foot of the pass; there I shot some snow pheasants and Alpine Hares. On the following morning I began the ascent of the pass up steep banks of loose angular masses of rock, and over sloping snow beds, down which fragments of rock came bounding and dashing along with a crash like the rattling of continued and numerous file-firing. The porter who carried my iron tentpegs was struck on the knee by one of these stones, and hurled before my eyes down the sloping indurated snow. Luckily the snow bed terminated in a fork between two mounds of broken fragments of rock, and there the man's further progress was stopped, and his life saved. He was lame however for three weeks afterwards. The crest of the pass was a narrow ridge not more than ten and twelve feet wide, covered with soft and newly fallen snow. There I spread my cloak and found by my thermometer that the height was 15,700 feet. In the middle of the ridge there were two small slabs erect and smeared with vermilion, near which were numerous sticks covered with rags. For a few minutes I had a splendid view of the green hills of Chumba smiling in the distance. A thick haze then descended and obscured even the terrific gulph below, and I commenced the descent without seeing where I was to halt for the night. A goat was sacrificed by my servants to the Goddess Kálee, and to that they attributed my safety as well as their own. The descent was 5,000 feet to the spot where I halted, at the head of the Nye river, one of the principal tributaries of the Ravee.

On the 21st of July, I continued my journey, following the course of the Nye river for seven miles to the village of Loondee, below which I crossed the river and halted at the Dhurmsala, or traveller's house. The next day I reached Burgaon, a large village on the left bank of the Nye, and was much cheered with the sight of a mulberry tree; and there I got some good wheat flour, some excellent milk, and fine honey. On the 24th I passed through Footahun, below which the Nye and Boodhil rivers join the Ravee, to Poolnee; and ascending the Boodhil river for five miles I crossed it by a very respectable wooden bridge, 68 feet in length and 98 feet above the river, with a railing, knee high, on each side. There I saw wild grapes and mulberries just beginning to ripen—and continuing my journey for an ascent of 1,500 feet, I reached Burmawar, or Vermmawura, the ancient Capital of the Verma family of Chumba, 7,015 feet above the sea. The spot was a beautiful one; but the severity of the winter had no doubt led to its being abandoned as a capital for

several centuries. The tall spires of the stone temples, and the profusely carved wooden temples were completely shaded by cedar and walnut trees. One Cedar was 20 feet in circumference. There were numerous stone pillars, tradition said 84, dedicated to Siva; and a large brazen bull, the size of life, under a wooden shed, besides several travellers' houses. The figures in the temples were of brass and exceedingly well executed, all bespeaking a very ancient origin. I copied three Sanscrit inscriptions from the brazen figures, recording the names and families of the donors.

On the 29th of July, I left Burmawur, and at four miles reached the village of Khunn, opposite Tootahun, where the Nye and Boodhil rivers join the Ravee. From thence the road descended for 1,500 feet to the Ravee, which was rushing between steep cliffs of black clay slate; I crossed it by a birchen rope bridge 116½ feet span and 60 feet above the water: the points of suspension were at different heights, and the fall of the curve in the middle was 20 feet, which made the ascent and descent extremely difficult and dangerous. From the bridge, I had to scramble amongst loose stones, and up steep banks for an ascent of 2,000 feet in a distance of two miles, when I reached Woolas, on the left bank of the Ravee, opposite Khunn and Tootahun, at the junction of the three rivers, which I was surprised to find was not considered holy. The three streams were about equal in size; but the Boodhil is the one held in most esteem, as one of its sources is in the holy lake of Munnee Muleés—its other principal source is from the Dogee Pass, on the road from Tandee to Burmawur. The Nye River has its principal source in the Kalee Débee Pass; but a considerable feeder called the Raim River, joins it from the Bugga Pass. The Ravee itself rises in Kooloo from the Bungall Mountain, and runs in a N. W. direction to Woolas, where it is joined by the Nye and Boodhil.

From Woolas, I followed what is called the royal road, or that used by the Rajahs of Chumba when they make their pilgrimages to Munna Muhe's. It was one day's journey out of the way, but as it ascended the higher spires of the mountains, I chose it for the sake of the more extensive view, which I should obtain, and for the sake of the survey, which I was making. In three days, I reached Chaitraree, where was a temple to Sugget Débee. The figure was of brass with four arms; and on the pedestal was an inscription, recording the donor's name, which I copied. On the next day, I reached Bussoo, and on the following day Mahila; and on the 4th of August, I crossed the Ranee by a birchen rope bridge of 169 feet long, stretching from an isolated rock on the bank to the Cliff

opposite, and reached Chumba, the Capital of the state of the same name.

Chumba, or Chumpapooa, the Capital of Chumba is situated on a level piece of ground on the right bank of the Ravee, at an elevation of 3,015 feet. There is a tradition that the river formerly covered the Chaugaun or plain of Chumba; which is certainly correct, for the plain is formed of large boulders of slate and granite, mingled with rich earth above, and with coarse sand below. There are nine good temples in Chumba; none of them, however of such beautiful workmanship as those at Burmawar. The Rajah's Palace is an extensive building, but it cannot boast of any beauty. The houses are not different from those usually seen in the hills; and I was altogether much disappointed with Chumba.

Of seventeen purgunnahs, through which I passed I have a detailed account of all the different villages, amounting to 258, containing 1,672 houses, and 8,849 inhabitants. These seventeen Purgunnahs form about one-eighth of the whole country; which must, therefore contain, with the addition of 800 houses, and 7,000 inhabitants in Chumba town, 14,176 houses, and 77,792 inhabitants. The villages on the lower course of the Ravee are however much larger than those upon the higher streams, and I am therefore inclined to rate the population at nearly 100,000; of whom perhaps 10,000 may be exempt from paying the house tax—the remainder, 90,000, living in 12,500 houses, will give a revenue of 2,50,000 rupees, if taxed as usual at 20 rupees per house.

The trade through Chumba, formerly considerable, is now very little, owing to the opening of the new route, through Jummao; Customs are, however, collected at Bhudewar, which forms the North Western boundary of Chumba, and through which merchants occasionally pass, and merchants who come to Chumba, sometimes carry goods by the Sajh Pass and Chutegurh to Ladakh; but the traffic is comparatively trifling; and I do not therefore value the amount of Customs collected at more than 50,000 Rs. yearly, making a total revenue of 3 lakhs of rupees, or £30,000.

There are no natural productions exported from Chumba, save rice and wheat to Ladakh; and the manufactures are considerable: the principal are thick woollens called Burmawur, manufactured in pieces eleven yards long, and fifteen inches wide, in all the colder parts of Chumba. Some are carried to Kooloo for sale, and I have seen a few pieces at Simla. Coarse Alwans, or Shawl Cloths, are made in the town of Chumba from Ladakh Wool, but they are all used in the country.

The men wear a long sleeved white woollen cloak, fastened round the waist with a black woollen rope; and on the head a peculiar peaked cap



of thick white woollen; the women wear the same cloak, only black, with a white rope round the waist; and a small scull cap on the head—the men's dress is a very picturesque one.

From the Rajah's Pundit I obtained a long list of the Rajahs of Chumba, beginning with Brahma of course, and descending through the Surajvansa to Sumitra, after whom the list appears to be less apocryphal. The earlier Rajahs are said to have resided in Burmawar.

On the 11th of August I quitted Chumba, crossing the Ravee immediately above the town by a birchen rope suspension bridge, of 187 feet span; and with much difficulty made my way to the village of Kurédh. One of my porters in crossing the small stream, now swollen by rain, lost his footing and was drowned. On the 13th I reached the summit of the pass of Chuarhoo, 8,041 feet high, from which I saw the plains of the Punjab indistinctly through the clouds. In the evening I reached the large Village of Chuarhee, where I halted. On the following day I made a fatiguing march of  $4\frac{1}{2}$  miles to Jajeree, on the bank of the Chukkee River, over several high ridges of stiff gravelly conglomerate, alternating in strata with sandstone. The next day I crossed the Chukkee River with some difficulty, by swimming. It was 200 feet across and about 5 feet deep in the middle, and the rounded boulders at the bottom afforded no footing whatever; after a little ascent and descent I came upon a large open plain, which I crossed to Noorpoor.

Noorpoor is a fine flourishing city, 1,924 feet in height, built upon a narrow ridge of a sandstone rock, curving to the North; the houses are chiefly of squared stone; and the main street runs over the solid rock. The city was founded upwards of two hundred years ago by the celebrated Noor Jehan, the beautiful empress, who established a number of Kashmerians in it. In 1839 there were said to be 7,000 Kashmerians in Noorpoor, who were chiefly employed in the manufacture of Shawls. I saw many of the Shawls, which were decidedly inferior to the real Kashmerian Shawls, this was attributed to the difficulty of getting the finest wool. The Noorpoor shawls are however of very fair workmanship, and they are brought in great numbers to Simla, Delhi, Lucknow, Benares, and Calcutta.

On the 18th of August I left Noorpoor, and crossing the Chukkee River, I reached Puthankot in the plains of the Punjab at an elevation of 1,205 feet above the sea. From thence I passed through Shujanpoor, a good sized straggling town, and crossing the Umritsir and Lahore Canal near its head, I reached the bank of the Ravee, which was nearly a mile in width. The passage was made in about an hour by boat, and I halted

at a large straggling town called Ruttooa, from that passing through Heeranugur, Chungee Marhee, Mudwar Harmunder, Barha, and Pullee, I reached the bank of the Tohi, the Jummoo River which was rushing along deep and red, having been swollen by heavy rain in the lower hills. There I was detained until the evening, as no boatman even with a bribe would venture his boat in the rapid current. At Jummoo I occupied an upper room in a gateway prepared for reception by Golab Singh's eldest son, Oodhum Singh, who was lately killed at Lahore.

The town of Jummoo is about the same size as Noorpoor, but it contains fewer inhabitants, as there are no two storied houses in it. A few Shawls are manufactured at Jummoo, but they are made to order and not for general sale. Rajah Oodhum Singh treated me kindly enough; but my servants were watched, and I was unable to procure any information of value, I therefore quitted Jummoo as quickly as possible, and crossed the Chenab river 10 miles below Aknoor, near where Taimoor had crossed it. The main stream was 920 yards wide, rolling swiftly on with a strong current. There were besides six other channels, some of them breast deep, and all having a rapid stream; and beyond these was the river Tohi, which, rising in the Rutun Punjall mountains, flows by Rajaoree, and joins the Chenab above Wazeerabad. It must have been between this river and the Chenab that Alexander had pitched his camp about the same season of the year; for Arrian says, 'The flat country is also often overflowed by rains in summer, insomuch that the River Acesines, having at that season laid all the adjacent plains under water, Alexander's army was forced to decamp from its banks, and pitch their tents at a great distance.'

The Tohi, frequently also called Toh, is, I have no doubt, the Tutapus of Arrian, a great river, which falls into the Acesines, for the Tohi of Rajavree runs in a direct line upwards of 80 miles, and where I crossed it near Mumaivur, at the same season in which Alexander had seen it, it was a great river running deep and red. It was full of quicksands, and the passage was dangerous as well as tedious. On the 3rd of September I reached Bheembur, at the foot of the mountains on the Royal Mogul road to Kashmere.

On the 5th I proceeded to scale, what Bernier called that 'frightful wall of the world,' the 'Adi Duk' or first range of mountains. On the top of the pass I saw a gibbet with two cages containing the skull of Thums and his nephew, the chiefs of Poonch, who had for a long time resisted the encroachments of the Jummoo family. A price was set upon their heads by Goolab Singh, but from their known bravery no one dared



attack them openly ; and they were at last killed, while asleep, and their heads carried to Goolab Singh, who ordered them to be suspended on the crest of the Bheemur pass. The next day I crossed the 'Kumaon Gosha' mountains, or 'sharp ridged bow,' the range being narrow at the top and bent at each end like a bow. Thence passing through the Serais of Noshehra, Inayutpoora, Chungez, and Muradpoor, I reached Rajaoree on the 8th of September. The Rajah was very attentive and communicative, and I received much interesting information from him. I also procured a history of the country, and some orders by Aurungzebe, and Nadir Shah ; besides a copy of a grant of the Rajaoree territory, by Bahadoor Shah ; since then the territory has been seized bit by bit by the Jummo family, until only a small circle of 20 miles diameter now remains to the present Rajah.

In the grant given by Bahadoor Shah, the revenue of Rajasore is stated to be 77,77,960 dáms, equivalent to 27,799 Rupees, which with the Customs collected, must have been increased to 50,000 rupees. The territory now is about one fourth of what it was at that time, A. D. 1708, and the Customs have nearly ceased, as the Sikhs give free passes for all their own merchandize ; the present revenue cannot therefore be more than 10,000 rupees, which was the sum stated to me by many respectable natives.

The chief crops in Rajaoree were rice and maize ; the maize invariably occupies the higher grounds, and the rice fields the level alluvial formations along the river ; these were kept constantly flooded by streams conducted along the hill sides from the neighbouring torrents. Height of the city, 2,800 feet.

The hills between Bheemur and Rutun Punjall are all of a coarse greyish sandstone, alternating with loose gravelly conglomerates near Bheemur, and gradually changing into a siliceous state in the Rutun Punjall range,—at the foot of which there are large blocks of conglomerate in compact masses cemented firmly together.

I left Rajaoree on the 10th of September, and after an easy march of eight miles over a stony road, I reached Thunna ;—from whence to the crest of the Rutun Punjall the road was good, but steep. The crest of the pass, I found to be 7,350 feet in height ; from whence there was a noble and extensive view, over the low hills of Rajaoree, of the distant plains of the Punjab. From thence the descent was through a thickly wooded forest of walnut, elm, horse chesnut, and pine trees to the bank of the Bahramgulla river, which I crossed by a bridge, and proceeding up one of its tributaries, I halted at Chundee-murg. Rain had fallen heavily for some days previously, and the small stream had swept away

all its bridges, so that I had some difficulty in making the numerous crossings, which the road took. One of my goats was swept away by the rapidity of the current. The ascent of the Peer Panjall was extremely steep, but the road was good and wide, having been repaired by order of the Sikh Government. My thermometer gave 11,224 feet as the height of the crest of Peer Panjall Pass. From thence the road was a gradual descent for  $2\frac{1}{2}$  miles to the Serai Aliabad, built by Ali Murdan Khan; height 9,812 feet. A little below Aliabad the road was narrow, but quite safe, a parapet wall having been built on its outer edge overhanging the torrent below. The place is called Lala Ghulam, after a slave who superintended the work, and whom Ali Murdan is said to have afterwards sacrificed and buried there. Beyond that, the road was good and broad, occasionally ascending and descending to an open piece of ground, called Doojan, below which I crossed the torrent and proceeded along a level pathway to the Serai of Heerpoor. The next day I passed through Shooppyen, and crossed the Shooppyen river, reached Ramoo ke Serai, where I halted; and the next day, 15th of September, I entered Kashmere city, having been three months and two days from Simla.

The city of Kashmere is situated on both sides of the river Behut, at an elevation of 5,046 feet above the sea. I am aware that Baron Hugel made the height 6,300 feet, but Jacquemont calls it 5,246, and Moorcroft says, that the *general* level of the valley is about 5,000 feet. It is of an irregular shape, the greater part being on the right bank of the river; about one fourth of the houses are deserted; but the city must still contain about 80,000 inhabitants.

The information which I have collected regarding Kashmere is not yet completely arranged, so that I cannot give any general results. I may state, however, that I have a list of all the villages in the valley; a minute account of all the passes, including those which are used only for contraband trade; the history of the Shawl Wool from its first starting from Radakh and Khantan (or Changtang) to its arrival in Kashmere, where it is spun into thread, dyed, and woven into Shawls. I have besides ten or twelve specimens of Kashmerian songs translated into English verse; and a very good collection of the coins of the Hindoo Rajahs of Kashmere preceding the Mussulman conquest.

#### *Additions made to the Geography.*

I will conclude with stating the additions, which the joint travels of Lieutenant Broome and myself have made to the Geography of the Alpine Punjab,

*Of the Sutluj.*

1. The whole course of the Spiti river, one of the principal branches of the Sutluj, has been surveyed by Lieut. Broome.

*Of the Beas.*

2. The whole course of the Teerthun river, one of the principal feeders of the Beas, has been jointly surveyed as well as the Beas river itself, from its source to its junction of the Teerthun river, in addition to which, the mountain course of the Chukkee river has been laid down by Lieut. Cunningham.

*Of the Ravee.*

3. The whole course of the Nye river, with a portion of the Boodhil river, and also of the upper Ravee, with the further course of the Ravee, after the junction of the Nye and Boodhil rivers as far as Chumba, have been surveyed by Lieutenant Cunningham.

*Of the Chenab.*

4. The whole course of the Bhaga river, has been surveyed by Lieutenant Broome; the source of the Chundra by the same officer, and the greater part of its course jointly by Lieutenants Broome and Cunningham; and the course of the joint stream of the Chundra Bhaga, as far as Triloknath, by Lieutenant Cunningham. The greater part of the course of the Tohi river, a principal feeder of the Chenab, has likewise been surveyed by the same officer.

*Of the Thelum.*

The Shoopyen river, which rises in the Peer Punjall, has been surveyed by Lieutenant Cunningham.

*Of the Indus.*

The source of the Yunam Choo, or Yunam river, a large tributary of the Indus, has been laid down by Lieutenant Broome.

(Signed) ALEXANDER CUNNINGHAM.

*1st Lieutenant of Engineers.*

Lucknow, 8th February, 1841.